

KTEB Chief Pilot Webinar

May 7, 2015

1100 EST

Webinar Guidelines

- Please mute your phone, questions will be entertained by email.
- During the presentations please submit any questions to tle@panynj.gov and we will answer as many as possible at the end of all presentations.
- Any questions not answered during the webinar will be answered over the next several days.

Agenda

- Runway Safety
 - Past Incursions
 - Mitigations & Objectives
- Wake ReCat
- RNAV for LGA RWY 13
- Charted Visual Procedure for runway 19
- RNAV (GPS) Y RWY 19
- RNAV (GPS) RWY 24
- Dalton 2
- Nighttime Noise
- Airport Construction

Presenters

- Pam L. Phillips, Mgr., Operations & Security, Port Authority of NY & NJ, TEB
- Gary Palm, KTEB Air Traffic Control Tower Manager, FAA
- Ralph Tamburro, Delay Reduction Project Manager, Port Authority of NY & NJ, Aviation Dept.
- Stephan McClain, N90 Support Manager, Airspace & Procedures
- Michael Porcello, N90 Traffic Management Officer
- John Kastens, Mgr., Airport Operations, AvPORTs, TEB
- Gabriel Andino, Manager Teterboro Noise and Environmental

Runway Safety Action Team

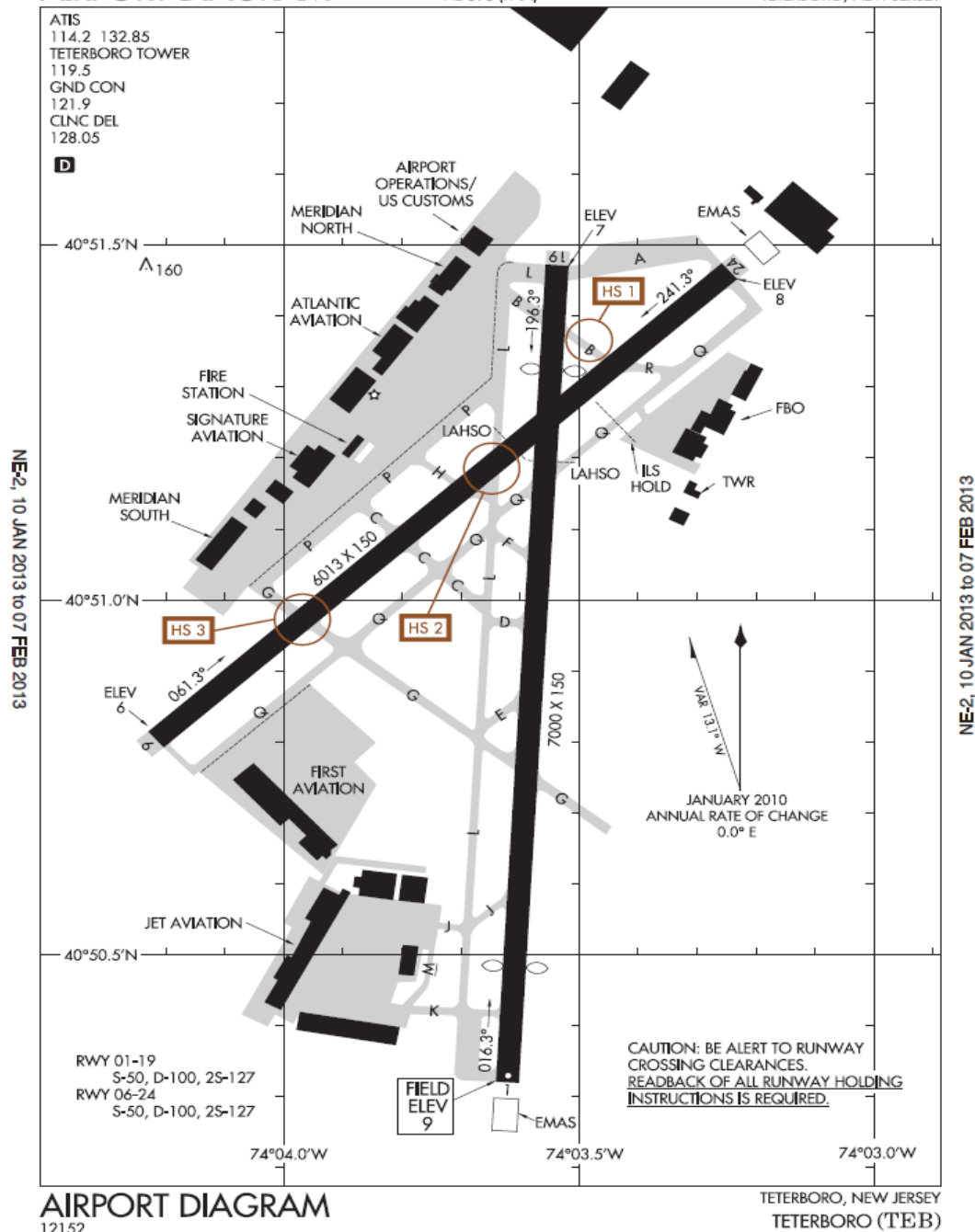
2015



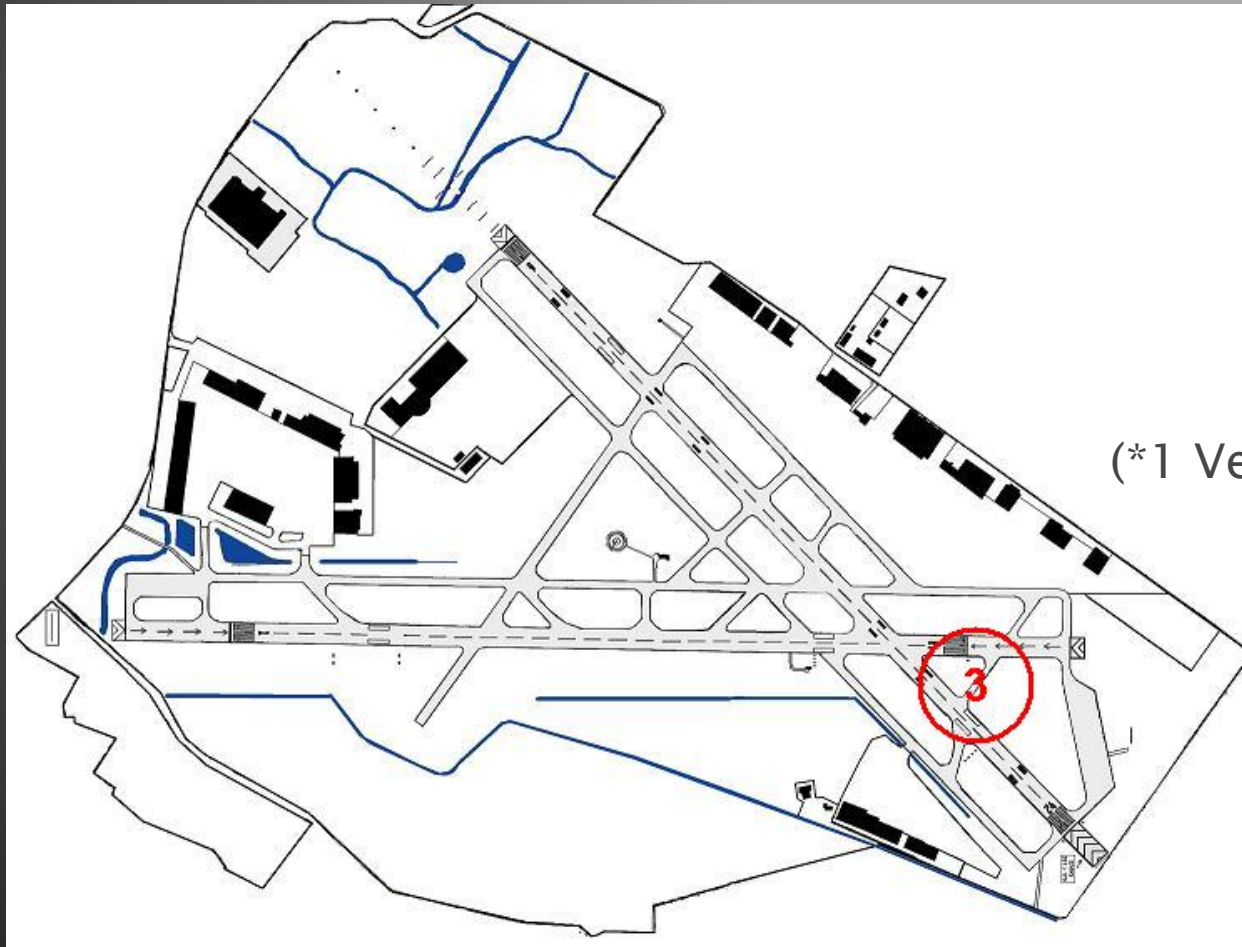
Presenter: Gary A. Palm ATM
Teterboro ATCT

INCIDENTS

<u>Year</u>	<u>#of total incidents</u>	<u>Taxiway "B" incidents</u>
2011	4	0
2012	9	2
2013	5	3
2014	9	2



RUNWAY 1 & TAXIWAY B



D

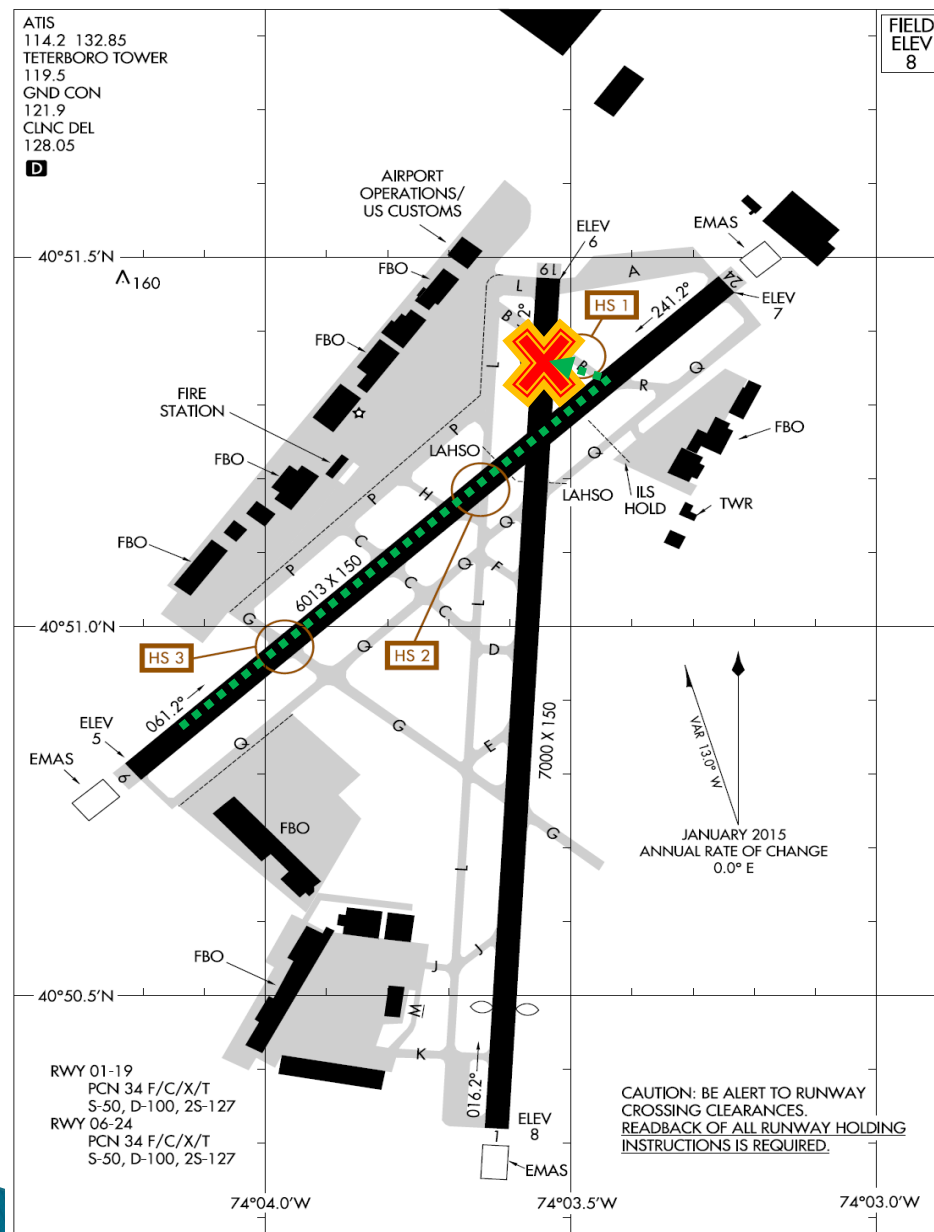
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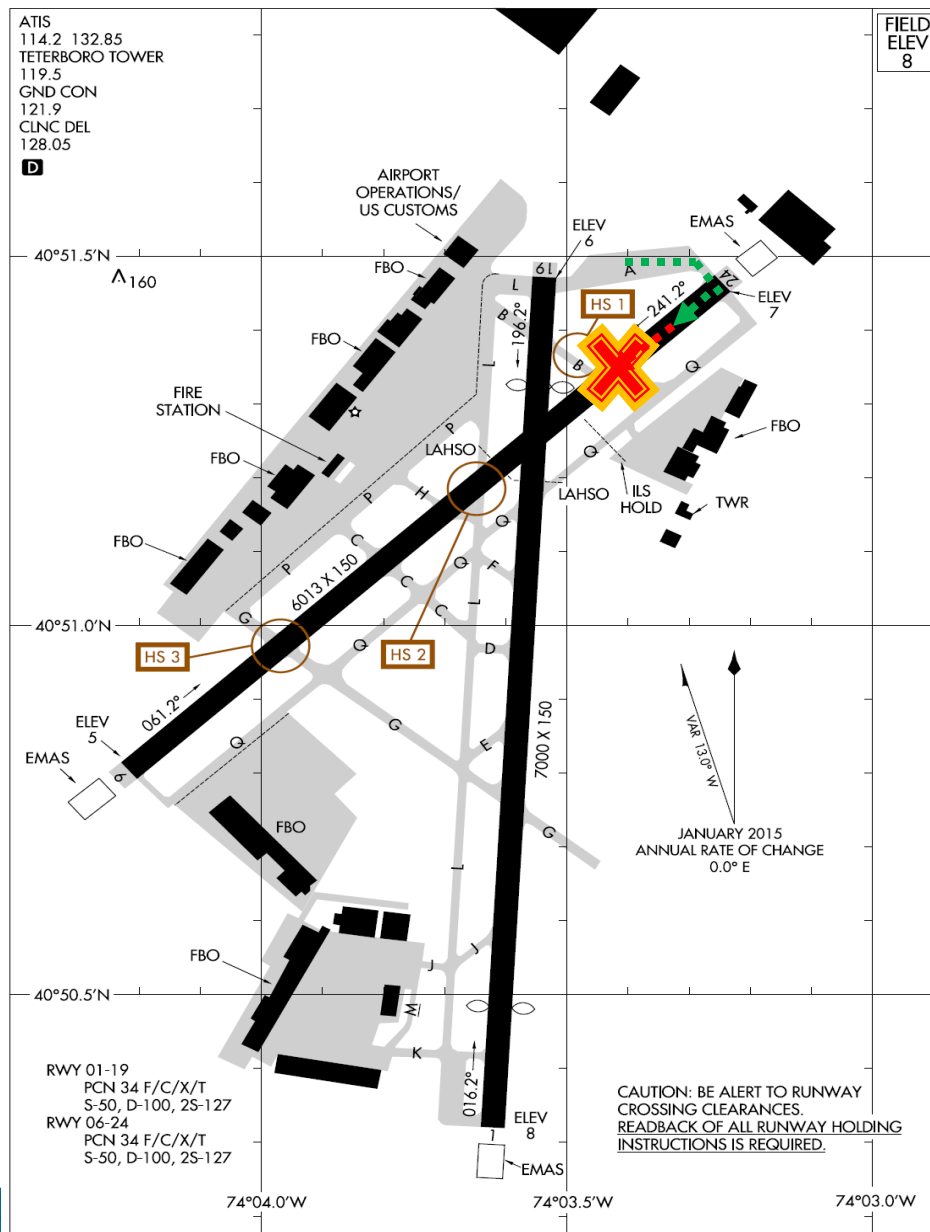
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TWY B (Btwn Rwys) – 9/3/2014

- LJ35 landed RWY 6, exited at TWY B, and was instructed to hold short of RWY 1 for departing traffic.
- Read back was correct.
- ATC observed the LJ35 cross the hold short marking for RWY 1 before coming to a stop.
- F2TH was departing RWY 1 as LJ35 was beyond the hold marking at TWY B.





TEB Surface Incident No. 4 Category D

RWY 24 (Departure) – 12/11/2014

- H25 was instructed to Line Up and Wait on RWY 24.
- ATC observed H25 begin departure roll without takeoff clearance.

2014 Causal Factors

Causal Factors: ALL INCIDENTS

- CRM
- Crew briefing (pre-flight)
- Awareness
- Or....distracted, unfamiliar, equipment issues or combinations (links in the chain).
- No one asked for assistance.

PRIOR YEAR Runway Safety Action Plan (RSAP): ACCOMPLISHMENTS AND MITIGATIONS

1. Reviewed “Hot Spot” locations and redefined as necessary.
 - In agreement with PANYNJ (L/19) “Hot Spot” was eliminated and the remaining three redrawn.
2. Reduce/eliminate Runway Crossings
 - Completed review of vehicle crossing with Airport Operations.
 - Airport Operations implemented new procedures defining vehicle routes and priorities for crossing runways.
 - 2010 LOA also established new holding point procedures. Vehicles must not approach runways prior to receiving authorization from ATC.
 - Approximately 60% of runway crossings have been eliminated.

MITIGATIONS (CONTINUED)

3. Improved Emergency Response and Communication Procedures
 - Eliminated conflicting phraseology between emergency response vehicles and ATC.
 - Established standardized response routing for emergency vehicles.
 - Improved understanding of each others needs and priorities.

2014 and 2015 RSAP Objectives

- Continue efforts to reduce vehicle runway crossings and sustain zero incident base-line.
- Perimeter road under construction and use procedures under development.
- Re-configure taxi Bravo.
- Continue efforts to improve emergency response operations through personnel orientation exchanges.
- Develop & add to Tower Training Simulator: unexpected vehicle/aircraft operations.

2014 and 2015 RSAP Objectives (continued)

Eliminate TWY Bravo incidents.

- Conducted Runway Occupancy Time Tests comparing a RWY 6 arrival exiting at “TWY Bravo” to hold short of RWY 1 with exiting at the RWY 6 end.
- Test results indicated time increments were either equal to or better (less time on runway) exiting at full length.
- Additionally, pilots interviewed as to their preference indicated they would rather exit at the end of the runway than at TWY “B”.
- Implemented new ATC procedures for TWY Bravo on January 18, 2015.
 - When landing RWY 6 and departing RWY 1.
 - Arrivals destined for West side of airport are instructed to exit at the end of RWY 6. (Into TWY ‘A’ and the ALPHA PAD).
 - ATC is requesting pilots plan no delay on the runway after landing to assist in expediting traffic.
 - These procedures will be made permanent on or about July 2015 pending final data results.

Conclusion

- We continue to work on increasing safety and eliminating the causal factors that contribute to unsafe events; improving procedures, airport design, training and awareness programs however, we must work together as a team and make every effort to reach a ZERO incident(s) goal and sustain it.
- Your input is a vitally important catalyst for change.
- Take action, submit ideas, report issues and never assume someone else will take corrective measures or fix the problem.

Please email any
questions to
tle@panynj.gov

Wake Recat

- Implemented Mar 1, 2015 @ NYTRACON.
- Scientific re-categorization of aircraft from small, small +, large, B757, heavy, super to a much simpler A, B, C, D,E, F with reduced separation standards between classes.
- Brought on-board concurrent with Automated Terminal Proximity Alert (ATPA)
- In process of evaluating metrics–First results will be evaluated in early June.
- http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/media/2014/safo14007.pdf

Presenter: Stephan McClain, N90
Support Manager, Airspace &
Procedures

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LGA ILS 13 Impacts to TEB

When LGA goes to the ILS Runway 13 Configuration;

- TEB goes into a 1st or 2nd Tier Ground Stop for Arrivals.
- TEB arrivals already airborne go into holding. (They can't run LGA and TEB arrivals simultaneously). They will accumulate TEB arrivals in the holding pattern and run them the last 10–15 minutes of the hour (LGA arrivals are stopped while they run the TEB arrivals).
- Low Rate TEB Ground Delay Program may go into effect if they expect to stay on the ILS 13 configuration for an extended period of time.
- The TEB Ground Stops and/or Ground Delay Program will be extended until they are able to come off the ILS 13 configuration.

Presenter: Stephan McClain,
N90 Support Manager,
Airspace & Procedures

NEW YORK, NEW YORK

APP CRS	Rwy Idg	7003
149°	TDZE	12
	Apt Elev	21

AI-289 (FAA)

RNAV (GPS) RWY 13
LA GUARDIA (LGA)

DME/DME RNP-0.3 NA. For Inop MASR, increase UNAV Cats C/D visibility to 1½ mile. Night landing: Rwy 4 NA.

MASR

MISSED APPROACH: Climbing left turn to 2000 direct CEPOG and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED

MSA A TCU 25 NM

2000

SPINM

2000 257° (9.4)

CEPOG

Limit missed approach at speed to 220K.

Final approach course offset 14.99°.

ELEV	21	TDZE	12
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RUSTM

UCKIE

ATECU

1.2 NM to ATECU

CATEGORY	A	B	C	D
UNAV MDA	620/24	608 (600-½)	620-1½	608 (600-1½)
CIRCLING	640-1	619 (700-1)	759 (800-2½)	1019 (1100-3)

NEW YORK, NEW YORK

Orig 02APR15

40°47'N-73°52'W

LA GUARDIA (LGA)

RNAV (GPS) RWY 13

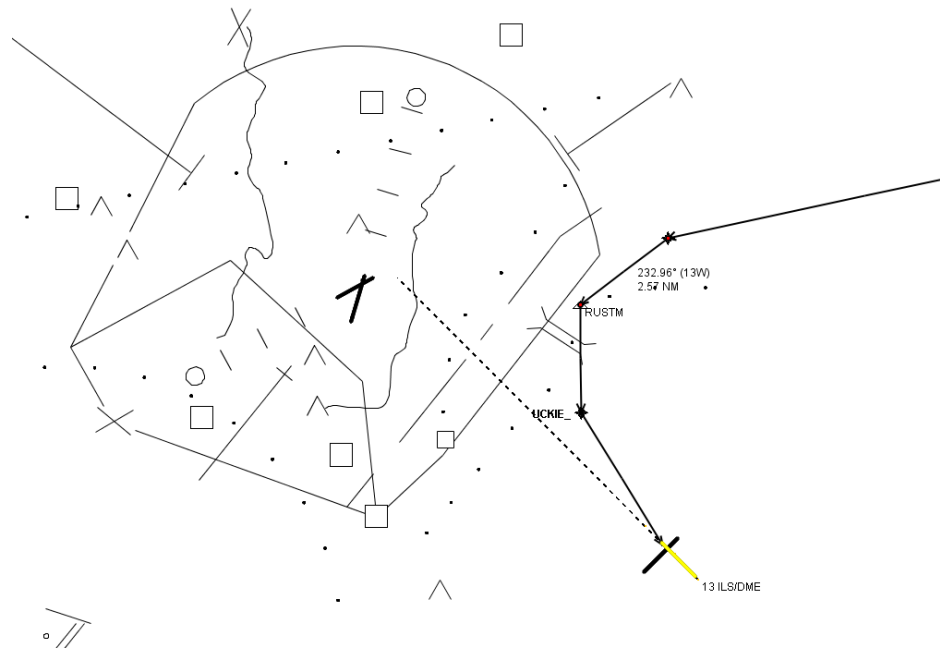
TDZ/CL Rwy 4, 13 and 22

HRL Rwy 4-22 and 13-31

REL Rwy 13, 22 and 31



Flight track LGA RNAV vs ILS 13



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TEB Runway Usage

- A Review of 2012 and 2013 data shows TEB was VFR 80% of the time and 50% of that time they landed on RY19.
- A request was made to see if the noise level over the hospital could be reduced.

TEB Quiet Visual 19 Approach

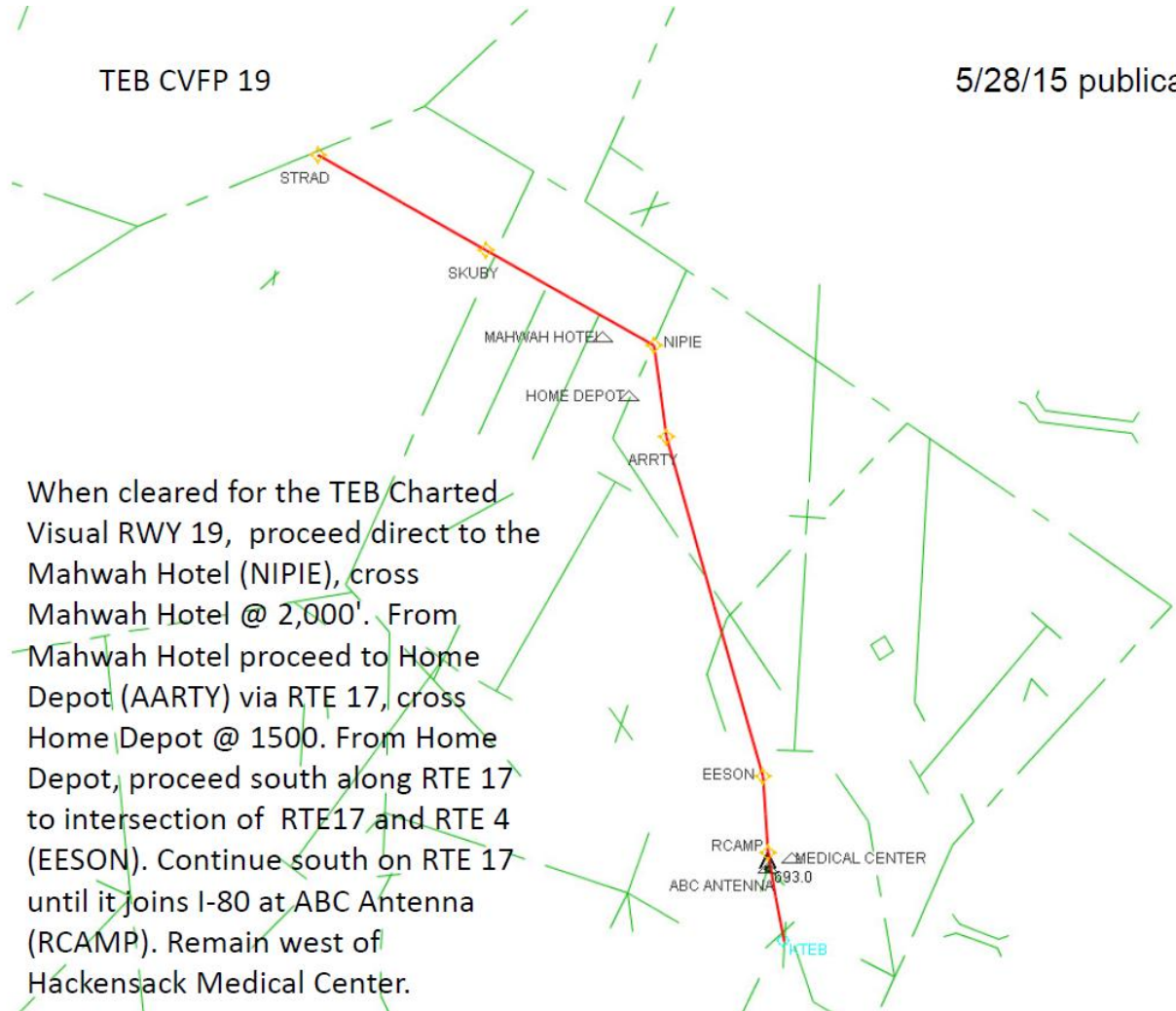
TEB CVFP 19

5/28/15 publication

Original pub date changed
to 7/23/15 to accommodate
quick publication of
LGA RNAV (GPS) 13

Approach plate not
yet available

When cleared for the TEB Charted Visual RWY 19, proceed direct to the Mahwah Hotel (NIPIE), cross Mahwah Hotel @ 2,000'. From Mahwah Hotel proceed to Home Depot (AARTY) via RTE 17, cross Home Depot @ 1500. From Home Depot, proceed south along RTE 17 to intersection of RTE17 and RTE 4 (EESON). Continue south on RTE 17 until it joins I-80 at ABC Antenna (RCAMP). Remain west of Hackensack Medical Center.





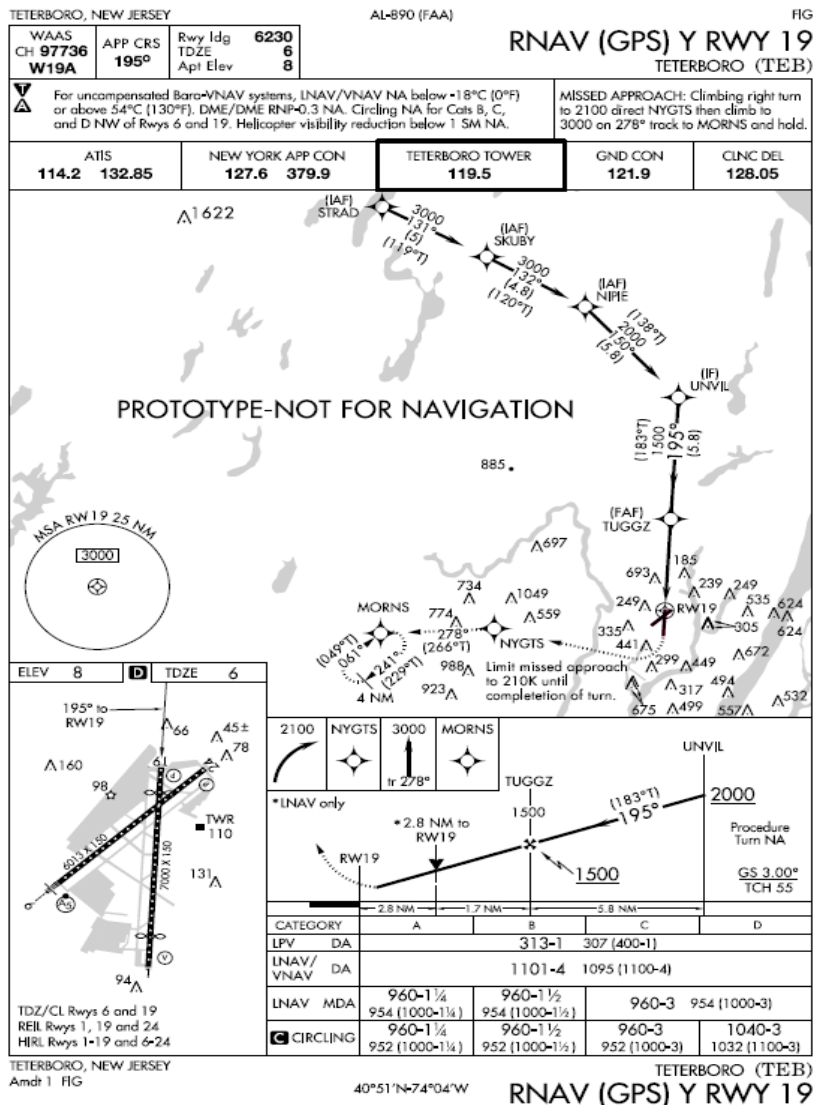
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RNAV (GPS) Y RWY 19

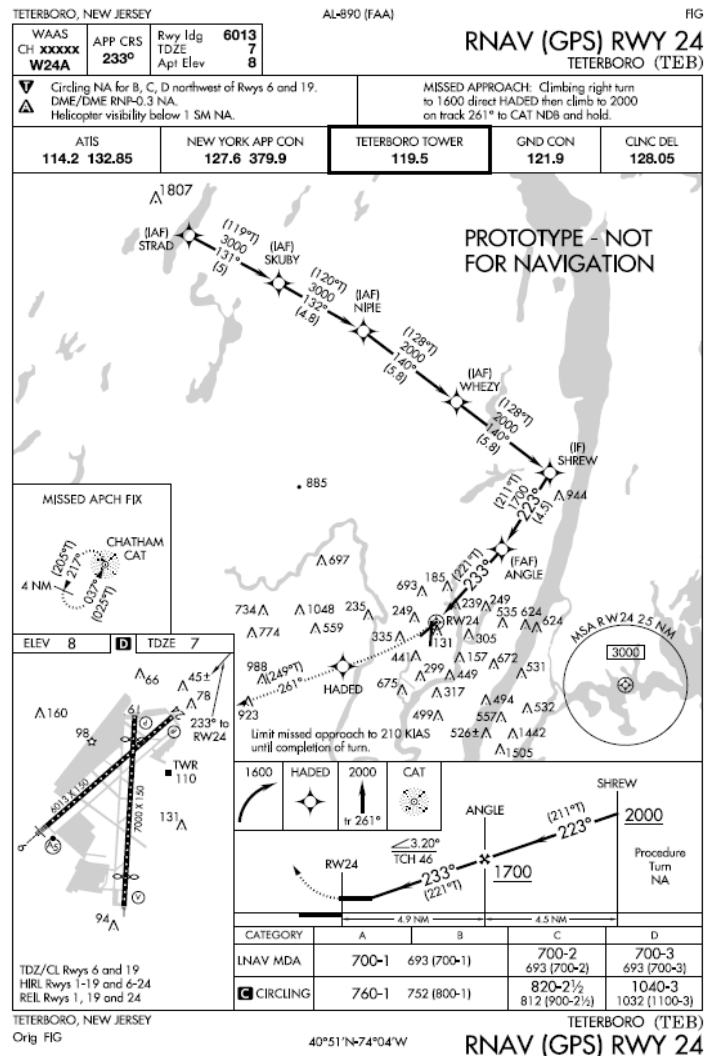
- ▶ The ILS for Runway 19 and the RNAV (GPS) Y for Runway 19 will mirror each other and the names for the fixes will be the same UNVIL and TUGGS.
- ▶ The procedures are being amended to have three transitions inbound that will be the same for instrument approaches to any advertised landing runway.
- ▶ The expected publish date is August 20, 2015.

TEB RNAV (GPS) Y RWY 19



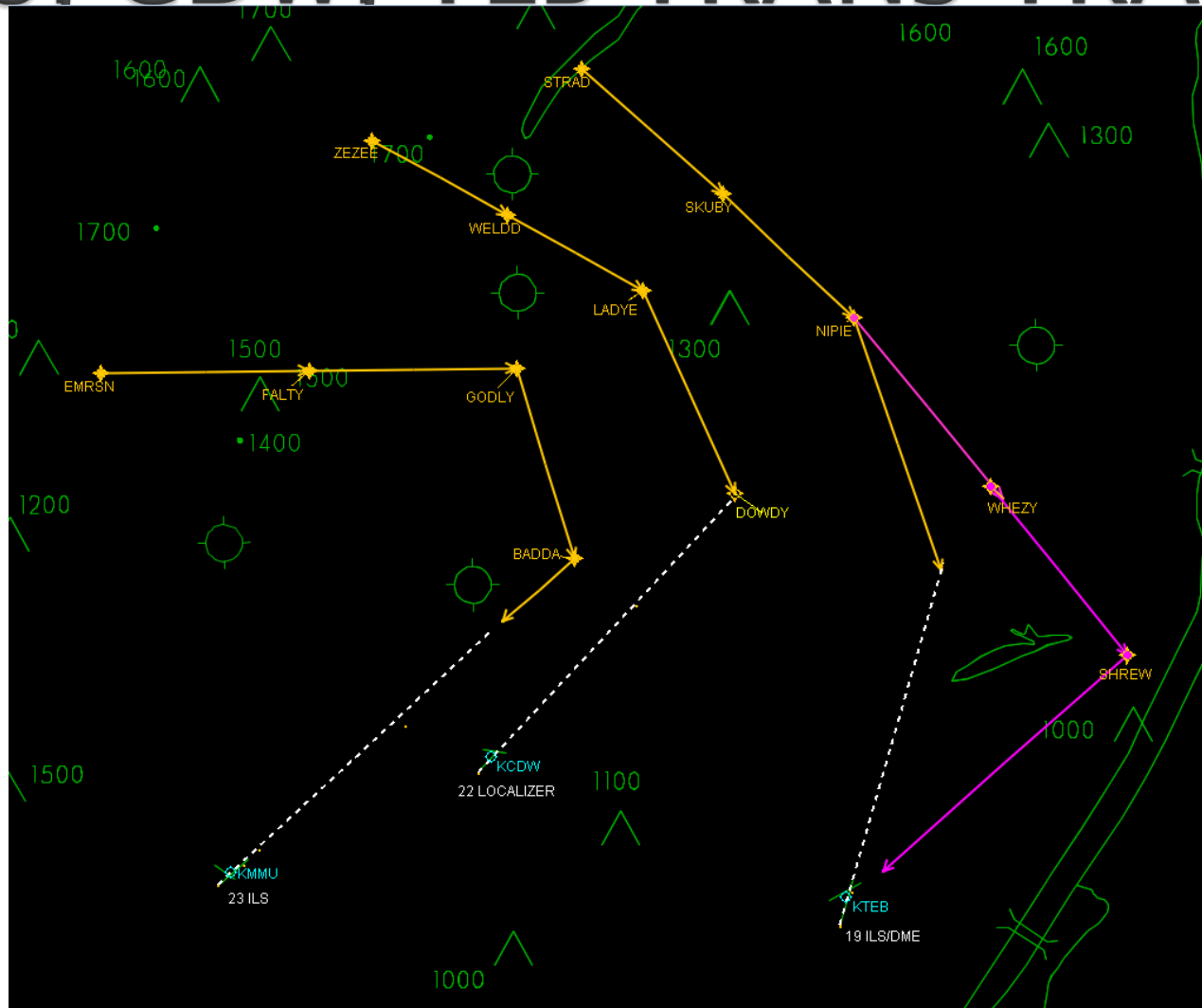
Pub Aug 20, 2015

TEB RNAV(GPS) 24



Pub Aug 20, 2015

MMU. CDW. TEB TRANS TRACKS



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DALTON 2

- Pilots must Request procedures.
- Controllers will not answer about delays.
- Ask and you shall receive (pilots may change departure procedure later if needed).
- We can only track use and relay information when procedure is REQUESTED and used.
- If you use procedure, pilots should review and ensure compliance with all restrictions.
- Flight Safety has recently completed a video of the departure.
- <http://youtu.be/YLWtPFHcQIM>

Late-night Noise Abatement Procedures

- If operating at TEB between 2300L and 0600L please help us to reduce the airport's noise footprint:
 - Use manufacturer or company recommended noise abatement departure procedure.
 - Use minimum safe reverse thrust upon landing.
 - Request preferential runways:
 - Runway 19 for departures (DALTON TWO available upon request) when airport is in South Flow.
 - Runway 1 for arrivals (conditions permitting) when airport is in North Flow.

Please email any questions to
tle@panynj.gov

Construction & Runway Closures

Presenters: Ralph Tamburro, Delay Reduction
Project Manager, Port Authority of NY & NJ and
John Kastens, Mgr., Airport Operations, AvPORTs,
TEB

Other Airport Closures

- ▶ LGA on going RSA projects for runway 31 and 4 requiring runway deck extensions for both runways. All work is being conducted during the overnight hours and extended weekend closures. Airport is closed to fixed wing aircraft 12 midnight through 6 am (may leave one runway open when there are numerous late arrivals due to system delays). Weekend airport will be a single runway operation all day Saturday through Sunday 12 noon.
- ▶ JFK runway closures: extended closure of runway 4L/22R through September 21, 2015. This has the potential of forcing the NY area into the ILS 13 operation during IFR conditions with Ne to SE winds. Other runways will be closed during the overnight and off peak times.
- ▶ EWR runway 11 RSA work will have at least one extended weekend closures. Other runway closures will be planned as nightly closures with some extended weekend work.

KTEB 2015 Construction:

Grass Area North of Twy A Hold Pad

- ▶ Erosion and dust issues caused by aircraft run-ups
- ▶ Ponding occurs along edge of pavement
- ▶ Grass area north of Twy A Hold Pad does not meet current FAA standard
 - pavement lip
 - exposed light bases
- ▶ Need to excavate, re-grade and pave approximately 9000 sq. ft. of grass area

Planned Improvement: Grass Area North of Twy A Hold Pad



2015 Construction: Wildlife Fence

- ▶ Existing perimeter fence will be improved to further deter wildlife from entering the aeronautical area.
- ▶ Small animals burrow under the fence and deer can hurdle the fence.
- ▶ Fence improvements entail adding three feet to the top of all chain link perimeter fence and installing “dig fence” which are spikes below the fence line to prevent burrowing.

Impacts to Pilots During Construction

▶ Taxiway A Hold Pad:

- Work will require partial closure of Twy A Hold Pad for approximately two weeks.
- Closures planned from 0700L to 1900L.
- Limited run-up locations on AOA during construction period.
- Be sure to check NOTAMS regularly for specific dates/times.

▶ Wildlife Fence:

- No impacts to pilots.

Runway Closures

- ▶ Mowing, Painting and Electrical maintenance all have to be conducted on the AOA.
 - Most of this work is weather dependant.
 - Some of this work requires runway closures.
 - Airport has added additional staff and acquired new more efficient mowing tractors.
- ▶ We will be making a concerted effort to conduct work requiring runway closures at night and on weekends.

KTEB NEEDS YOUR ASSISTANCE!

- ▶ How many pilots would benefit from an additional RVR on Runway 6?
 - Please quantify benefit for your operations in your response.
- ▶ Would you prefer the airport invest in CATII SA or GBAS?
 - Please provide as much information regarding your choice and why in your response.

PLEASE SEND ALL RESPONSES TO
pwalden@panynj.gov.

THANKS IN ADVANCE FOR YOUR ASSISTANCE.

FINAL NOTES

Follow up questions–Please email tle@panynj.gov

Survey responses–Please email either tle@panynj.gov or pwalden@panynj.gov

Next Webinar–Fall 2015, please submit agenda suggestions to Pam Phillips at pwalden@panynj.gov

Helpful websites:

<http://www.panynj.gov/airports/teb-flight-crew-briefing.html>

<http://nbaa.org>

<http://fly.faa.gov>

<http://teterborousersgroup.org>

<https://www.youtube.com/channel/UC2N0YjhILBwSjYH42FzSX2g>

Questions & Answers

- ▶ Q: Will the Visual Quiet Rwy 19 approach impact the “November” route?
- ▶ A: The “November” route should not be impacted by the new Quiet Visual Approach other than an exchange of traffic between both aircraft by the controller. However, depending on traffic volume & complexity the controller may opt to modify the route by altitude restriction or deviation to the route itself.

Questions & Answers

- ▶ Q: We have been trying to abide with being noise friendly and asking for Dalton and 19 departures at night. However, we take extensive delays in doing so while others are taking off runway 24 without delays. How can we improve this? Also, does voluntary curfew begin at 2200 local or 2300? Does this affect decibel readings as well at this time?
- ▶ A: We are working with local ATCT to ensure all operations are handled as efficiently as possible and in order to help us we need pilots to let us know about delays with specific dates and times so that we can research root causes. Voluntary curfew hours are 2300 to 0600L. Decibel limits for runway 24 are 80db between 2200 and 0700L. Decibel limits for runway 24 are 90db at all other hours. Decibel limits for runways 19, 6 and 1 are 95db at all times.

Questions & Answers

- ▶ Q: A FDC NOTAM was issued for the RUUDY 5 that added a note restricting airspeed to 210 KIAS prior to WENTZ. The 1500' crossing restriction at WENTZ remains unchanged. Correct me if I'm wrong, but from departure at TEB through crossing WENTZ at 1500' the aircraft is operation with TEB's Class D airspace and under the floor of the overlying Class B airspace and by regulation, is already limited to 200 KIAS maximum. The concern is that by publishing the note, a flight crew will be given a false assumption that they are in fact operating in Class B airspace where the speed limit is 250 KIAS, but they are being asked to restrict to 210.
- ▶ A: The airspeed was erroneously restricted to 210 kts in attempt to keep aircraft closer to the expected flight track (there had been several pilot deviations on this procedure). The writer of the question is correct. Below the Class B, the max speed is 200 kts. The 210kt NOTAM was rescinded almost immediately after issuance. The intent was valid but the means were incorrect and confusing. FAA is in the process of making a permanent change to the RUUDY 5 restricting airspeed to 190 kts until WENTZ for the same reasons stated above.

Questions & Answers

- ▶ Q: Will pilots be able to load the Quiet Visual 19 CVFP from the FMS database directly into the flight plan?
- ▶ A: We believe that this would be up to the programming capabilities of the equipment manufacturers. Unfortunately at this time our panel of experts does not include manufacturers.